

SHIPPING & WATERFRONT NEWS

BIG MAIL WILL COME MONDAY ON VENTURA

Seattle Maru Will Be Here at Noon Tomorrow; Makura to Arrive Friday Morning

Radio advices received this morning from the Oceanic steamer Ventura by the shipping department of C. Brewer & Company, Oceanic agents, say she is bringing a big mail to Honolulu, 615 bags. The steamer will arrive Monday morning.

Passengers for Honolulu on the Ventura are 37. Cargo for this port is small, 37 tons, while the express parcels are 15 in number. The Ventura will arrive off port at 6:30 Monday morning, docking at Pier 10, to steam between 2 and 3 o'clock the same afternoon for Pago-Pago and Sydney.

The Matson freighter Hilonian sent in a wireless this morning saying she would arrive from San Francisco at 2:30 this afternoon, with 338 tons of cargo for Honolulu and 277 for Kahului.

Seattle Maru Tomorrow
At noon tomorrow the O. S. K. steamer Seattle Maru will be off port from Yokohama, with 253 cabin, 102 Asiatics and 1096 tons of cargo for this port. No wireless was received today from the Nippon Maru, but she is not expected to show up from Yokohama before Friday.

Makura Coming Friday
Due Friday morning from Sydney is the Canadian Australasian steamer Makura. Her through passengers are 23 first-cabin, 26 second and 23 steerage. The number for Honolulu is not given, nor freight for this port. The local agency, Theo. H. Davies & Company, has 130 tons offering for the Northwest. Whether there is room for all is yet known. The Makura has plenty of passenger accommodations available. She will steam for Victoria and Vancouver probably between 1 and 2 o'clock Friday afternoon. A wireless from the liner is expected tomorrow.

CAPTAIN CRANGLE NOW MASTER OF U. S. T. CROOK

News reached Honolulu yesterday, coming on the U. S. army transport Sherman, that Capt. W. J. Crangle, former master of the transport Dix, which left today for Manila, is now in command of the transport Crook, plying between Seattle and Alaska.

The Crook next spring will make several voyages to Panama for the purpose of carrying canal machinery from the big ditch to Alaska to build to Alaska Railroad, the government railway which is being built by the Alaska railroad commission.

Capt. Crangle was transferred last spring from the Dix to the Philippine transport Warren, plying between Manila and China ports. A few months ago he was transferred again, this time to the Crook, officers of the Sherman say.

Work on the Alaska Railroad has been suspended for the winter, but next spring Capt. Crangle will begin making voyages to the Canal to load machinery for the government's big railroad job in the rich territory up North.

O. S. K. TO OPEN SOUTH AMERICA LINE SOON

That a South American steamer line will be opened in the near future by the Osaka Shosen Kaisha (Osaka Mercantile Steamship Company) and also that the company will be recommended by him to open a new steamer line from Japan to Australia, was stated by S. Kamitani, a director of the O. S. K., while he was in Honolulu. Kamitani left on the Pacific Mail liner Venezuela for the Orient.

The steamship man said he made a thorough investigation of commercial and shipping conditions in the South Sea islands, Australia and Canada. The O. S. K. now has three large steamers on the Orient-Honolulu-San Francisco run, the Seattle Maru, Shinokoku Maru and Shimo Maru. It is possible that the three boats may have their itineraries extended to include South American ports.

General Manager W. H. Avery of the Toyo Kisen Kaisha said yesterday his company now has three big freighters under construction for the Yokohama-Honolulu-San Francisco run. Avery will leave for the Orient Friday afternoon on the T. K. K. steamer Siberia Maru, due that morning from San Francisco.

Next mail from San Francisco will arrive Friday morning in the T. K. K. liner Siberia Maru.

When Your Eyes Need Care Try Murine Eye Remedy

China Boys Now Prevail Aboard P. M. Steamer

Ecuador Arrives Today With 48 Asiatic Stewards Replacing Whites; Venezuela Same

As had been expected, the Pacific Mail liner Ecuador had nothing but Asiatic stewards when she stuck her nose up the channel and slid alongside Pier 6 Monday morning, coming from Yokohama.

So obstreperous were the liner's white stewards on the voyage over from San Francisco, voyage number 1 outbound, that they were dismissed at Yokohama. Chief Steward W. Davidson was given authority to discharge them all and hire Asiatics in their places.

When the Ecuador docked Monday morning her stewards, retelling it, were Asiatics, all Chinese but one. Purser A. E. Nowlan said that while the majority of the white stewards on the Ecuador were a disgrace to the Americans in the profession, there were a few decent men among them who had made no trouble and conducted themselves as gentlemen.

On the outward voyage some stewards quit here, a couple of them got into a fight in Yokohama over a passenger each insisted he should have had the right to serve, while the remainder are said to have walked out in Yokohama an hour before a reception was to be held aboard the steamer in honor of her first arrival in that port in the Pacific Mail service. This so disgusted the company that it determined to return to its former policy of hiring only Asiatic stewards.

When the Pacific Mail liner Venezuela docked Saturday evening from San Francisco she had only Chinese stewards, as the Star-Bulletin's advices from that coast said she would have. The deck force was white, but everyone in the steward's department except the chief steward was Asiatic. The Venezuela left for Yokohama at 1 o'clock Sunday afternoon. J. H. Rossetter, vice-president and general manager of the Pacific Mail, is aboard accompanied by his bride.

RARE LACES AND PERFUME GOING ON SHERMAN

Rare perfume valued at \$42,500 and a shipment of embroidery which is worth \$1,000 pesos (\$25,000), are among the unusual items of freight which the U. S. army transport Sherman is today carrying from Manila to San Francisco. She left here at 5 o'clock yesterday afternoon.

There are 17 cases of perfume in the transport's holds. The variety is known as yang-yang and is made from a certain flower which grows both in the Philippines and on Oahu, but which is said not to be utilized here for perfume. It has a rich odor somewhat like tuberose.

Philippine embroidery of the most costly make is also among the transport's freight from Manila. There are 10 cases of it, its estimated value being \$1,000 pesos. The perfume is worth 4500 pesos (\$2500) a case.

Through freight on the Sherman is 1000 tons and includes cigars, other tobacco and various Philippine products. There is no sugar or hemp on board, however. The Sherman took from Honolulu 55 first-class passengers, 22 second and about 100 troop. Brig-Gen. R. K. Evans, retiring commander of the Hawaiian Department, and his family, left on the Sherman. The general is to retire for age. A large number of friends assembled at Pier 6 to see the General and Mrs. Evans away.

An unusual item in the incoming freight brought to Honolulu from Manila on the Sherman was a consignment of 15 cases labeled "wooden fencing guns" and consigned to the ordinance department.

CREWS OF AMERICAN SHIPS ARE REQUIRED TO HAVE PASSPORTS

Seamen on American ships calling at ports of belligerent countries must be provided with a passport, says a circular letter received by Acting Collector of Customs Raymond Sharp from the bureau of navigation. The letter reads:

"You are again urged to impress upon masters of American ships bound for ports in belligerent countries, their dominions, provinces, territories and islands, the requirements of such countries that members of crews be provided with passports or certificates showing their nationality."

"By a recent Russian regulation seamen, other than Russians, must show their passports before they are permitted to land in Russian ports."

Advices from Los Angeles say a large delegation from the Los Angeles Chamber of Commerce is coming on the Great Northern. The Los Angeles Examiner says the party will include many businessmen from the southern California metropolis. "The islanders will celebrate Pineapple Day and hold a fiesta in honor of the late king's birthday while the party is there," says the Examiner, which has reference to the Kalakaua Day events, November 16. The Great Northern will leave Los Angeles harbor (San Pedro) for Hilo at 5 p. m. today.

TRANSPORTS MAY CARRY FREIGHT HERE TO ORIENT

Chamber of Commerce Writes Washington Hoping to Help Relieve Congestion

Following several complaints from the local merchants that it is impossible to send merchandise to the Orient by any of the through steamers as they load all the cargo they can carry at San Francisco, Raymond C. Brown, secretary of the Chamber of Commerce, has written Washington requesting that the transports be allowed to carry the freight until such time as the congestion is relieved.

The principal freight which the islanders send to the Orient, and particularly Manila, is coffee and pineapples, and Brown said today that he knows of freight orders that have been held up for several months.

Lawrence Judd, manager of Theo. H. Davies & Co. grocery department, said this morning that it is almost impossible to send any large amount of its coffee to the Orient. "The local steamship agencies are perfectly willing to cooperate with us," he said, "but all the steamers arrive here filled with through freight and there is no space available."

HARBOR NOTES

At 5 o'clock tomorrow afternoon the Matson steamer Matsonia will leave from Pier 15 for Hilo, to return Sunday morning.

The Associated Oil ship Marion Chilcott arrived late yesterday afternoon from the coast with an oil cargo. She is discharging today at Pier 17.

This afternoon the Matson steamer Hilonian is arriving from San Francisco with 3380 tons of cargo for Honolulu and 277 for Kahului. She docks at Pier 18.

Advices to the Merchants' Exchange say the U. S. army transport Logan steamed from San Francisco Monday for Honolulu and Manila. She is due here November 13 or 14.

At midnight last night the Standard Oil tanker Richmond arrived from San Francisco. She entered port this morning and docked at Pier 17 to discharge her oil cargo.

The T. K. K. steamer Siberia Maru left San Francisco Saturday for Honolulu and Yokohama. She will arrive here Friday morning, to steam the same afternoon for the Orient.

Next mail from San Francisco will arrive Friday morning in the T. K. K. steamer Siberia Maru. She will take the next mail to Yokohama when she sails, about 5 o'clock the same afternoon.

Due Friday morning from Sydney, Auckland and Suva is the Canadian Australasian liner Makura. She will steam the same afternoon between 1 and 2 o'clock for Victoria and Vancouver, taking mail and passengers from this port.

Early today the Japanese tramp

BLAZE IN FREIGHTER'S HOLD AT COLON IMPERILS MANDASAN MARU

M. B. K. Tramp Steamer Taking Case Oil to Dairen, in Grave Danger at Canal

Fire discovered about midnight, October 14, in the vessel's No. 4 hatch placed the M. B. K. tramp freighter Mandasan Maru in peril at Colon, it was learned from officers of the steamer when she docked at Pier 6 this morning, coming here for bunkers and engine oil and had the fire ever gained enough headway to ignite the oil it is doubtful whether the steamer would have been anything but scrap iron today.

The fire, according to Chief Officer S. Yoshihara, was found burning among the wooden cases in No. 4 hold. The cases enclosed inflammable kerosene and engine oil and had the fire ever gained enough headway to ignite the oil it is doubtful whether the steamer would have been anything but scrap iron today.

By quick work on the part of the steamer's officers and crew the blaze, which was small when discovered, was put out in half an hour by streams of salt water from the vessel's steam fire pumps, with no damage to the vessel or her cargo.

The Mandasan's officers report bunker coal very scarce at Colon. The

steamer Mandasan Maru arrived off port from Port Arthur and the Canal, calling here for bunkers. She docked later today at Pier 6. The Mandasan is taking case oil to China from the Texas oil port.

The steam yacht Warrior will take bunker coal tomorrow at Pier 15, or Pier 16 and will probably steam Friday for southern California ports, according to what her owner, Alexander Smith Cochran, told Capt. William R. Foster, the harbor master.

A coal cargo of 6000 tons brought from Muroran is being discharged at the Inter-Island coal wharf today by the Japanese M. B. K. freighter Kin-kasan Maru, which arrived yesterday. She sustained minor damage from heavy northeast winds, reported by transpacific boats this week.

At 8 o'clock last night the Oceanic steamer Sonoma steamed for San Francisco, taking 30 cabin and 10 steerage passengers from this port, also close to 1000 tons of freight, including 3216 bags of sugar, 7900 cases of canned pines, 2672 bunches of bananas and various sundry cargo.

The Japanese tramp steamer Tokio Maru came here from the Panama Canal, via San Francisco, because she could not get enough coal at Cristobal to take her direct to Honolulu. She coaled at San Francisco and took more bunkers here from the Inter-Island before continuing her voyage at 10:45 Monday morning for Shanghai.

Repairs and improvements to the Hill liner Great Northern, due here November 14 on her first call here this season, have cost \$15,000. They were probably installation of larger fresh water tanks and enlarging the turbine's fuel oil capacity. Both improvements were said by Capt. Ahman to be necessary when the palatial steamer left here last spring, at the close of her first season in the Hawaiian service.

Capt. A. W. Nelson, commander of the Pacific Mail liner Ecuador, will probably file by mail an answer to the summons served on him Monday by United States Marshal J. J. Smiddy to pay \$370.50 assessed against him three years ago because the Pacific Mail liner Korea, of which he was

coaling plant would allow the freighter to take only 250 tons although 300 were wanted. The steamer took 300 tons today from the Inter-Island, which has plenty of coal for all steamers calling here, and received 6000 more tons this week from Muroran on the Kin-kasan Maru, another M. B. K. boat.

The Mandasan's cargo consists of 137,200 cases of case oil, 500 cases and 175 barrels of engine oil, which she is taking to Dairen for the Texas Oil Company, receiving \$1.40 a case for the voyage. This is 4 cents less than the Tokio Maru, which left Monday for Dairen, is getting. Freight rates on this commodity are steadily going down. They have been as high as \$1.90 and \$1.95 a case this year.

The Mandasan's captain is I. Ishida. The freighter left Japan June 20 of this year, took coal here, went to Chile, loaded a cargo of nitrate of soda and took it to Philadelphia, then was chartered by the Texas Oil Company for her present voyage from Port Arthur, Texas, to Dairen. She will continue her voyage tonight or tomorrow morning.

Good weather up from Balboa was reported. The steamer left the canal October 17 for this port. There are 45 men in the crew.

commander at that time, had on board February 24, 1913, 12 tins of unmanufactured opium. The captain has 20 days in which to file an answer to the complaint and will probably send it here by mail from San Francisco when the Ecuador arrives there next week.

Request has been made of all passenger steamship lines calling at Honolulu, for the privilege of displaying a card, conveying the following announcement, in the social hall or smoking room of each of their vessels as they sail for this port: "The officers and directors will consider it a privilege if any of the passengers who may be in need of information will call on arrival of the steamer at Honolulu at the Chamber of Commerce rooms on the third floor of the Kaitiaki building, near the corner of King and Fort streets. Raymond C. Brown, Secretary."

Associated Press correspondence says the Republic of Panama has opened a new port on the Atlantic coast, about 80 miles from Colon, and begun construction of a government building there. The port is named Mandinga and is located on Mandinga Bay in the Gulf of San Blas. It has an excellent harbor with deep water and is only a short distance from important manganese ore mines owned by an American syndicate. Nearby is the site of a town to be named Nicuesa, to be developed under a government concession granted to an American who has long resided in Colon.

The department of commerce has announced the publication by the United States coast and geodetic survey of a new chart, No. 5102, San Diego to Point Firmin, Cal., mercator projection. Price 50 cents. This chart, which replaces No. 5103, includes a very important stretch of coast line of the State of California, and equally important water area. Within its limits are the harbors of Los Angeles and San Diego, and off shore are shown the islands of Santa Barbara, Santa Catalina and San Clemente. The route of vessels from ports north of Point Conception to Central and South America passes near Cortez Bank, which is delineated in the southwest corner of the chart.

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